

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 08/26/2003

DEN02FA106 File No. 13757	09/14/2002	Delta, CO	Aircraft Reg No. N5119R	Time (Local): 09:55 MDT		
Make/Model:	Beech / B19			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-360-A4J		Crew	1	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Ferry					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light:	Day	
Destination: Albany, GA				Weather Info Src:	Weather Observation Facility	
Airport Proximity: Off Airport/Airstrip				Basic Weather:	Visual Conditions	
				Lowest Ceiling:	None	
				Visibility:	10.00 SM	
				Wind Dir/Speed:	Calm	
				Temperature (°C):	15	
				Precip/Obscuration:	None / None	
Pilot-in-Command	Age: 46			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	565	
Private; Single-engine Land				Last 90 Days:	Unk/Nr	
Instrument Ratings				Total Make/Model:	100	
Airplane				Total Instrument Time:	47	

The airplane had recently undergone a pre-purchase annual inspection. The operator had purchased the airplane from a private individual, and the pilot had volunteered to ferry it to its new owner as a means of accumulating flight time. The previous owner flew the airplane the previous day and reported no discrepancies. The airplane was then serviced to its 60-gallon capacity. On the morning of the accident, the pilot taxied to the end of the runway and performed pretakeoff checks. Witnesses said the magneto checks sounded normal, albeit brief. As takeoff power was applied, the engine "began to pop, stutter, and sputter," and "continued to do so the entire length of the runway." The engine was "producing less than full power, about 1,700 to 1,800 rpm," and the airplane was "not accelerating." The airplane lifted off near the end of the 5,600-foot runway (1.5 percent uphill grade), flew in ground effect and barely cleared sagebrush and a barbed wire perimeter fence. The left wing dipped and the airplane disappeared below the mesa and into a valley. The airplane struck the ground next to a golf course, exploded, and burned. A family relative said that the pilot had never flown into or out of high elevation airports, and was unsure of what to expect. The pilot's toxicology was positive for diazepam, a tranquilizer. Valium, its generic name, is a tranquilizer and may cause drowsiness. It is contraindicated for flying.

Brief of Accident (Continued)

DEN02FA106				
File No. 13757	09/14/2002	Delta, CO	Aircraft Reg No. N5119R	Time (Local): 09:55 MDT

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to properly plan and compensate for the high density altitude conditions, resulting in partial engine power during takeoff, his failure to abort the takeoff, and his failure to maintain aircraft control on initial climb. Contributing factors were the high density altitude conditions, the pilot's total lack of experience in flying in these conditions, and an inadvertent stall/mush.